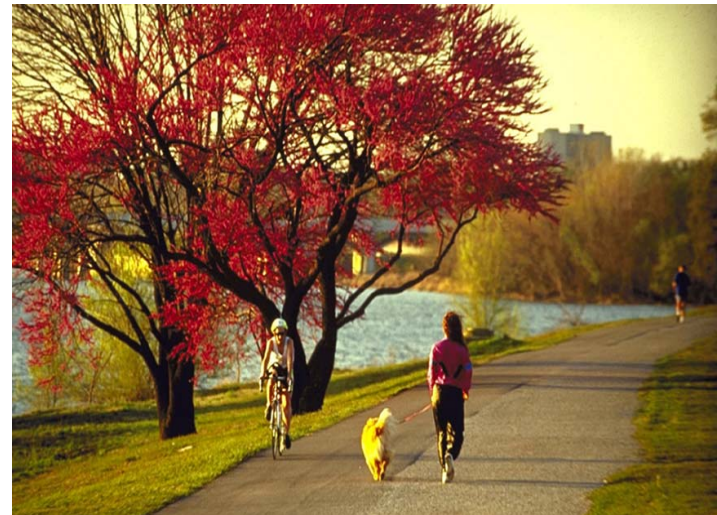


# Coyote Valley Specific Plan Transportation Policy Parameters



Coyote Valley Specific Plan  
Task Force Meeting  
February 27, 2006

# City Council's Vision and Outcomes for Coyote Valley

- #4. The overall development character of North and Central should be very urban, **pedestrian and transit-oriented community** with a mixture of housing densities, supportive businesses and services and campus industrial uses.
- #5. The Specific Plan should plan for the **extension of light rail and heavy rail** into Central Coyote and use these facilities to orient development.
- #9 Provide a **rich system of parks, trails** and recreations areas.

# City Council's Vision and Outcomes for Coyote Valley

#10. The identification of financing measures for the **needed capital improvements** to support the planned levels of development.

#11. The plan must be **financially feasible** for private development.





# Transportation Elements for Coyote Valley



Pedestrian



Bicycle



Multi-Use Trails



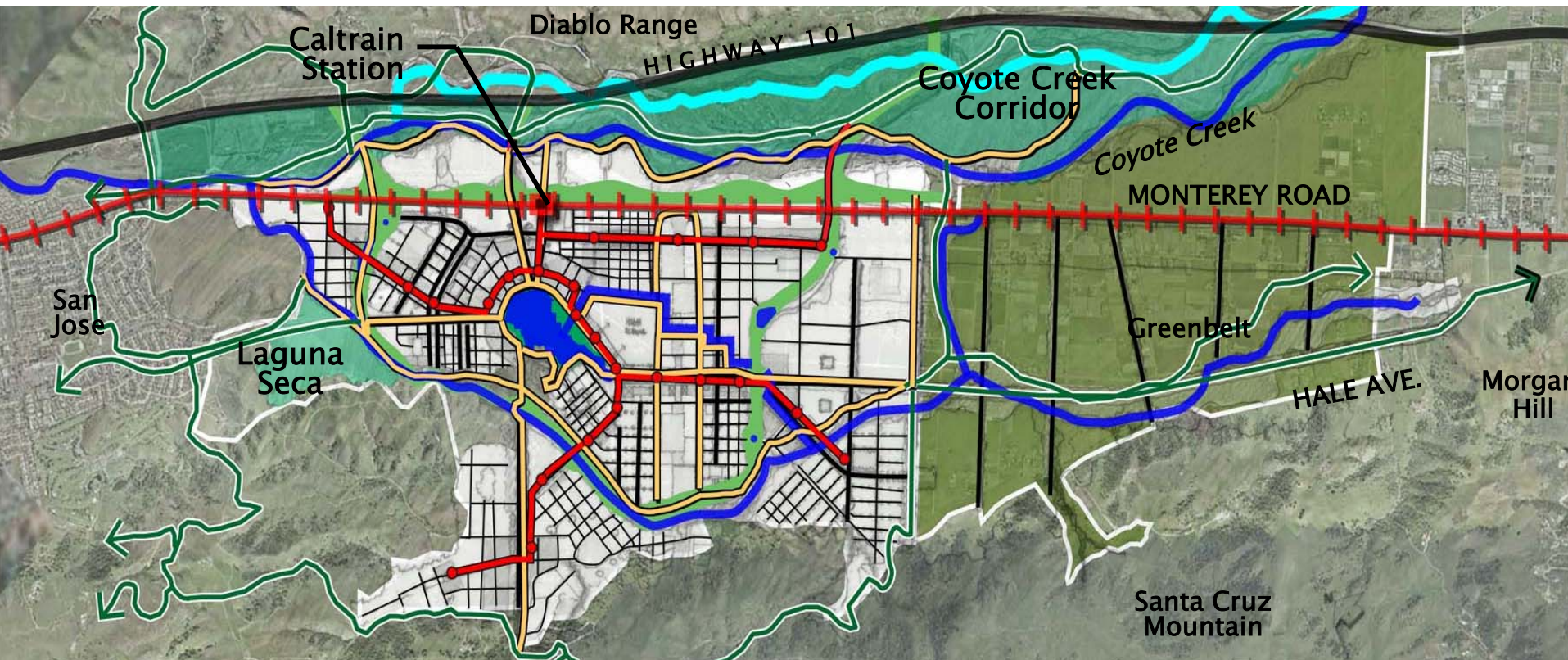
In-Valley Transit



Caltrain



Vehicles



# Task Force Comments - 2/13

1. Would like a customized Transportation Policy that focuses on internalizing trips by phasing jobs and housing together.
2. Be innovative and “think outside the box”.
3. Walking, bicycling and transit should be convenient and easy so as to discourage auto use.





# Task Force Comments - 2/13

4. Consider Level of Service (LOS) for pedestrians and bicycles, as well as vehicles
5. Accept that traffic congestion may be necessary to encourage transit and achieve the CVSP Vision.



# Transportation Policy Approaches

1. Modify existing Citywide Transportation Impact Policy (Level of Service “D” Standard) with the addition of some “protected Intersections”

**Focuses mainly on vehicular circulation,  
and does not further CVSP Vision for  
transit and pedestrian-orientation.**

2. Create an Area Development Policy (e.g., NSJ, Evergreen & Edenvale)

**Focuses on vehicular circulation, but also  
provides some TDM requirements.  
Still does not fully support the CVSP Vision.**

3. Create a Unique Multi-Modal Transportation Strategy (for pedestrian, bikes, transit and vehicles) to implement CVSP Vision

**Provides a new innovative approach that focuses  
on multi-modal circulation (preferred approach).**

*Selection of the best approach will be made after the  
CVSP traffic analysis is completed.*

# Possible Transportation Policy Parameters

- Promote safe and efficient pedestrian, bicycle and transit modes, while still allowing for vehicular circulation.
  - Focus vehicular circulation on “vehicle dominated streets” and “busy urban streets”.
- Ensure that vehicular accommodation does not negatively impact pedestrian, bicycle, transit and other non-vehicular circulation.
- Promote safe and convenient access to transit within a 1,500-foot radius of most land uses.





# Possible Transportation Policy Parameters

- Acknowledge trails as integral part of the transportation system and provide connections to regional trail system.
- Develop a phasing program for jobs and housing to facilitate maximize internalization of trips in Coyote Valley (with multi-modal circulation in each phase).
- Promote convenient pedestrian, bike and/or transit connections between uses and sub-areas in a safe and efficient manner.
- Minimize “over parking”



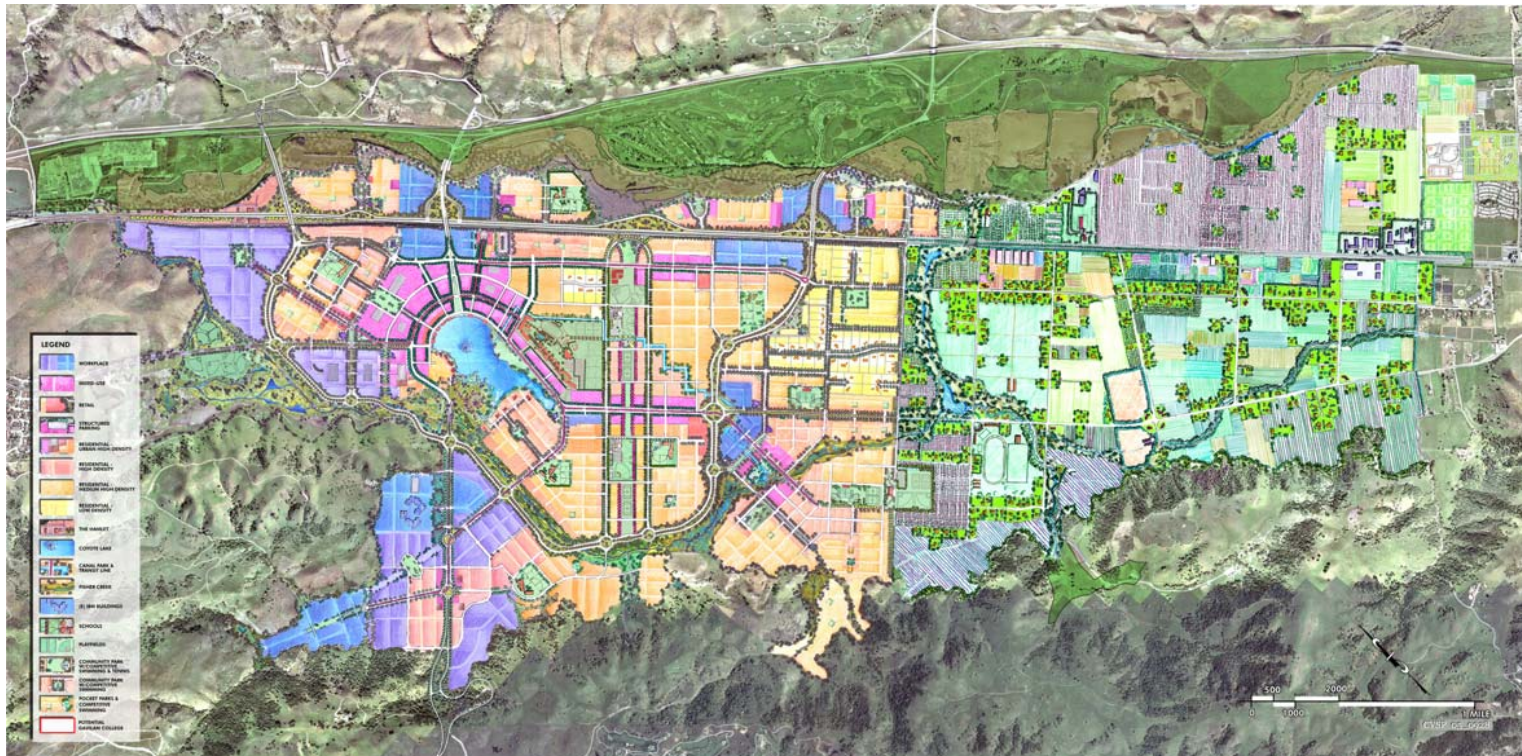
# Possible Transportation Policy Parameters

- Provide strategies and require TDM measures to encourage the use of alternative forms of transportation (shuttle buses, carpools, car sharing, etc.).
- Maintain existing transportation standards in the City of San Jose, outside of Coyote Valley.



# Possible Transportation Policy Parameters

- Accept greater auto congestion in the Coyote core area, Santa Teresa Blvd. mixed use areas, and along Bailey Avenue to the western mixed use node.



# CVSP Transportation Policy

## Next Steps

- Discuss the approaches and parameters with the City Council at the April 7<sup>th</sup> Study Session.
- Continue ongoing public outreach and coordination with the South County Circulation Study.
- Prepare Draft EIR and Final CVSP Traffic Policy Document.

